

**AIRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2024-4980	1.0	06/09/2024	15/07/2024

Civil Aviation Authority

**EXERCISE FALCON SKIES 25****MILITARY EXERCISE****Subject to NOTAM: No****Date(s) of activity/Validity:**

21 Jan 25 – 20 Feb 25

**Times - ALL TIMES UTC**

08:00 – 13:00

**Vertical Limits:**

SFC – FL660

**Allocated Mode 3A (SSR):**

1501 – 1577 &amp; 2401 – 2477

**Aircraft Details:**

See Section 2

**NDS Approved:**

Not applicable

**Event Sponsor(s):**

Combat Air Force Commander

RAF Coningsby

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**Aircraft Operator(s):**

Draken Aviation

Royal Air Force

**ATS Units/****Controlling Agencies:**

CRC Boulmer (19 Sqn) – FA

01665 572313

Swanwick Mil (78 Sqn) – East

01489 612408

*Info: Aberdeen, Anglia Radar, Coningsby, Edinburgh, Humberside, Lakenheath, Leeds/Bradford, Leeming, Leuchars, Newcastle, Prestwick ACC, Swanwick ACC, Teesside*

**Geographical Limits:****Airspace Reservations:**

EGD307	Donna Nook	01507 359126
EGD323 (All)	Southern MDA	01489 612594
EGD412	Staxton Wold	01489 612495
EGD512B	Otterburn	01912 394261
EGD513 (All)	Druridge Bay	01489 612495
EGD514	Combat Airspace	01489 612495
EGD604	Barry Buddon	01313 103426
EGD613 (All)	Central MDA	01489 612495
EGR446	Hartlepool	SI 1003/2016
EGR516	Torness	SI 1003/2016

**Departure/Destination Aerodrome(s)**

EGNV, EGQS, EGVN, EGXC, EGXE

**ACN Issued by:**

## SECTION 1: CO-ORDINATION ARRANGEMENTS (GENERAL)

1. The pilot/operator is requested to telephone the ATC authorities on the cover prior to departure in order to notify or update the sortie details including area(s) of operation and planned levels (quoting the ACN Reference). A minimum of 24 hours' notice should be given unless specified in Section 2.
2. There may be other aircraft and/or activities outside Controlled/Regulated Airspace unknown to ATC.
3. The carriage and operation of a serviceable transponder (including Mode 'C') has been specified.
4. The pilot will be responsible for obtaining all necessary ATC clearances and for maintaining R/T contact with appropriate ATC authorities.
5. The pilot/operator will be responsible for obtaining prior clearances to enter any UK Danger Areas affected by the flight profile from the appropriate Range Control Authority unless this is specifically detailed in Section 2.
6. Other Unusual Aerial Activities (UAAs) may be notified to the CAA Safety and Airspace Regulation Group (SARG) and may take place within the airspace encompassed by this flight. The pilot/operator is to ensure that UK Daily NOTAM Nav Warnings are consulted prior to each flight.
7. All flights within Controlled Airspace are subject to the requirements of a Flight Plan in accordance with UK AIP ENR1.10. The ACN Reference should be entered into Field 18 of the Flight Plan together with any relevant 'special handling' codes.
8. Flight prioritisation and Non-Deviating Status is in accordance with the information specified on the ACN Cover. Such status may be afforded to part or all of the flight – see Section 2.
9. Availability of an ATS from Plymouth Military, Swanwick Military (78 Sqn) or Western Radar is subject to unit capacity, priorities and limitations of radar and radio coverage. Minimum pre-flight notification as per UK AIP ENR 1.6 unless otherwise specified in Section 2 of this ACN.
10. The CAA actively encourages the use of Moving map technology in the planning and flying phases of flights to reduce the risk of airspace infringements.

## PUBLICATIONS AND CHANGES

11. The activity area may lie within Controlled and Uncontrolled Airspace as well as airspace reserved for military use. Aircrew are to thoroughly familiarise themselves with UK airspace structures and procedures, in particular those laid down within the UK Aeronautical Information Publication (UK AIP), ENR 1.1 and be fully conversant with UK Flight Information Services in accordance with UK CAP 493 (MATS Pt 1).
12. The CAA VFR 1:500,000 and 1:250,000 charts and the UK AIP ENR 5 depict some, but not all aviation activity sites and amendments should also be checked. Please refer to <http://www.nats-uk.ead-it.com>
13. This ACN details specific coordination essential to the activity taking place and does not remove the need for aircraft operators to comply with national flight planning and notification procedures. Pilots and ANSPs are required to ensure that all related aviation sites are aware of this planned activity and of subsequent changes not captured within this document.
14. The Sponsor or Event Organiser should co-ordinate any changes to this ACN with SARG quoting the ACN Reference at the top of the page.

Airspace Regulation (Utilisation) – AU3  
Email: [AROps@caa.co.uk](mailto:AROps@caa.co.uk)  
Tel: 01293 983880

**SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)**

**Overview**

15. This ACN details the basic coordination and controlling authorities for Exercise FALCON SKIES 25 (FS25), a medium-scale military exercise consisting of various aircraft types across significant portions of the North Sea within Danger Area EG D514, North Yorkshire and Northumberland.

16. FS25 is scheduled between 21 Jan 25 and 20 Feb 25. Within this time period COMAOs will be flown on 20, 23, 30 Jan and 6, 13, 20 Feb 2025. FS will utilise EGD514 iaw the Letter of Agreement dated 7 February 2024 and the **Aeronautical Information Circular Y XXX dated XXX (TBC with AIS once allocated)**. Mission airspace is further detailed within this ACN.

17. Within the FS AOR, participating aircraft will operate under VFR below FL195 (FL245 within an active TRA) and are to remain clear of all controlled airspace unless positively cleared to enter by an appropriate Control Authority. Aircraft may operate above FL195 (FL245 with an active TRA) outside the confines of EGD514, provided they are in receipt of a Radar Control service.

18. **Low Level Over the Sea.** Aircraft planning to operate at or below 3,000ft AMSL over the sea, should keep a good look out for helicopters and fixed wing aircraft operating in support of North Sea Oil and Gas industry (Note: helicopters occasionally operate above this altitude). Anglia Radar is responsible for providing ATS within the Southern North Sea Offshore Safety Area (OSA) and Aberdeen Radar for providing ATS within the Northern North Sea Offshore Safety Area (OSA). Pilots intending to operate in both areas are encouraged to **contact Aberdeen ATC (01224 727160) prior to departure**. Charts depicting the areas can be found in the UK AIP ENR 6 (6-25 and 6-26).

19. **Dates/Times.** The planned COMAO (Composite Air Operations) flying windows are listed in the table below – All times UTC.

Date	VUL Time	Airspace Booking Times	Airspace
21 Jan	1030-1200Z	0930-1215Z	EGD514 TRAs 6, 7B, LFAs 12, 14 & 16
23 Jan	1030-1200Z	0930-1215Z	EGD514 TRAs 6, 7B, LFAs 12, 14 & 16
30 Jan	1030-1200Z	0930-1215Z	EGD514, TRAs 6, 7B, LFAs 12, 14 & 16
6 Feb	1030-1200Z	0930-1215Z	EGD514 TRAs 6, 7B, LFAs 12, 14 & 16
13 Feb	1030-1200Z	0930-1215Z	EGD514 TRAs 6, 7B, LFAs 12, 14 & 16
20 Feb	1030-1200Z	0930-1215Z	EGD514 TRAs 6, 7B, LFAs 12, 14 & 16

20. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 24 hours prior to undertaking the task. In addition, the pilot is to contact the appropriate agencies at least 2 hours prior to departure to confirm final details and availability of an ATS, unless a separate agreement is made.

21. **Priority.** This exercise has been categorised as CAT Z, (CAP 493 – Section 1, Ch4, Para 10c refers,) and attracts no priority.

22. **SSR Allocation.** In addition to using the existing ATM allocation for CRC Boulmer and Swanwick Mil, the following M3 codes have been temporarily allocated to the exercise for the duration.

- a. 1501 – 1577 & 2401 – 2477 Allocated by BM Force HQ

23. As no special agreement has been made with the CAA, the **Mode A codes and associated Mode C pressure-altitude reporting data must be considered unvalidated and unverified**.

24. **Aircraft Types.** The following aircraft types are expected to take part in the exercise:

- a. Fast Jet Typhoon, L159, Hawk T2

- b. EW/ISR            DA20
- c. AAR                Voyager
- d. TacAT             A400

25. **Air Traffic Service (ATS) Provision – Controlled Airspace (CAS).** Access to controlled airspace is subject to the prevailing traffic situation and controller workload. The pilot is responsible for obtaining a clearance to enter controlled airspace prior to penetration.

26. Exercise traffic **shall** ensure that they have enough fuel to complete their transits without the need to transit Aerodrome CTR's and CTAs. **Military aircrew should be aware that the term "Fuel Priority" is not a civilian term.** If fuel reserve becomes a critical issue, crews **shall** declare an emergency using the appropriate **PAN PAN** or **MAYDAY** prefix. Civilian ATC agencies will then facilitate transit to the closest suitable runway.

27. **ATS Provision – Outside CAS.** The exercise area is within the coverage of the following units:

- |                 |                           |               |
|-----------------|---------------------------|---------------|
| a. Aberdeen     | 119.055 MHz               | 01224 727160  |
| b. Anglia Radar | 125.275 MHz / 128.925 MHz | 01224 727160  |
| c. Coningsby    | 119.200 MHz               | 01526 347443  |
| d. Humberside   | 119.130 MHz               | 01652 682022  |
| e. Leeming      | 133.375 MHz               | 01677 457210  |
| f. Leuchars     | 126.505 MHz               | 01334 857282  |
| g. Newcastle    | 124.380 MHz               | 0191 214 8130 |
| h. Teesside     | 118.855 MHz               | 01325 331020  |

28. Availability of an ATS from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.1, AD2 or UK Military AIP, shall be notified via NOTAM. **Exercise participants who plan to seek an ATS from an Airfield ATC Unit, (which is not part of the departure or recovery plan,) should contact the appropriate Unit in advance to discuss their requirements and confirm availability (in principle) of an ATS.** Ingress and egress transits shall be planned to be conducted using military ATC agencies.

29. **ATS Provision above FL100.** This service is available to all aircraft flying outside Controlled Airspace in the UK FIRs between FL 100 and FL 190, and within active TRAs and is subject to Unit capacity. The Unit providing this service together with their boundaries are depicted within the UK AIP on the chart ENR 6-12. ENR 1.6 (4.2) lists their hours of operation, the RTF operating frequency on which this service is normally provided and a telephone number for pre-flight contact. A FPL should be filed and include the following addresses:

- a. EGZYOATT    Swanwick Mil (78 Sqn)

30. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.2, shall be notified via NOTAM.

31. The sponsor is responsible for booking OOH ATS with Swanwick Mil in advance of the exercise.

32. **Jamming.** Jamming may take place on designated military communications and radars throughout the operating period and it is expected that selected frequencies may be severely affected which could lead to loss of R/T contact. **Control agencies which experience jamming of an**

**unacceptable level should contact the Distress & Diversion (D&D) cell at Swanwick Centre (01489 612406). D&D will coordinate the emergency cessation of jamming, and all emergency cease jamming calls shall be made on UHF Guard (243.000 MHz).**

33. **Airspace Requirements.** FS25 COMAO flying will conduct radar profile (100nm+) interceptions, supersonic flight, RADAR jamming, air combat, helicopter borne resupply, and low-level evasion training. All aircraft will be using exercise mode 3s: 1501 – 1577 and 2401 – 2477 with a potential for ISR/AEW platforms using Military ATC M3s when operating outside of EGD514.
34. COMAO flying will take place within segregated and un - segregated Class C & G airspace over the North Sea parallel to the East Coast of England, and overland in Northumberland and the Scottish Borders. This exercise airspace incorporates segregated Military Danger Areas (MDAs) D323, segregated EGD514, D513, TRAs 006/007A/007B, AARAs, and other Class C/G airspace areas over the North Sea. Fast Jet, and Tactical Air Transport will use the UK Low Flying System overland Northumberland and the Scottish Borders (LFAs 12, 14, & 16); they will operate ivo RAF Boulmer, Brunton Airfield, Charter Hall Airfield, Winfield, Milfield, Alnwick, Eshott Airfield, and Crail.
35. Exercise participants hare responsible for submitting their airspace and low flying bookings in accordance with existing regulations. The UK AMC will coordinate all MDA activations or suppressions against individual requests from participants and not this ACN.
36. **Airspace.** This exercise will take place within segregated and un-segregated Class C & G airspace over the North Sea parallel to the East Coast of England, and overland in Northumberland and the Scottish Borders. **Aerodrome CTRs and CTAs shall be avoided unless agreed in advance of departure.**
37. This exercise airspace incorporates **segregated** Special Use Airspace:
- a. EG D514
38. Additionally, it incorporates un-segregated airspace consisting of:
- a. Air to Air Refuelling Areas (AARAs)
  - b. Class G airspace areas the over the North Sea.
  - c. Temporary Reserved Areas (TRAs) 005, 006, 007A, 007B
  - d. UK Low Flying System overland Northumberland and the Scottish Borders (LFAs 12, 13, 16, 17 & 20)
39. Below FL195, or FL245 when within an active TRA. Aircraft shall operate VFR at all times. Below FL195 aircraft should remain outside of CAS, unless this has been coordinated in advance of departure with the designated controlling agency and a positive clearance to enter has been given by the appropriate ATS unit. Aircraft using the UK Low Flying System are responsible for their own LF bookings.
40. Above FL195, or FL245 when within an active TRA and outside of a MDA. Aircraft shall be in receipt of a Radar Control Service (RCS). **No ATS structures have been suppressed for this exercise and military controlling agencies are wholly responsible for the avoidance of all GAT and maintenance of standard separation.**
41. In all instances, aircraft and controlling agencies should avoid operating in the vicinity of non-exercise airfields.
42. **Air-to-Air Refuelling Areas (AARAs).** A number of AARAs will be utilised throughout this exercise and are to be booked through normal procedures by individual operators. At the time of publication, overland AAR has not been notified as authorised. Aircraft will establish within their tasked operating areas from 08:00 UTC.

43. **AEW/ISR Aircraft.** ISR assets may operate within Orbit Areas 3, 5 or 13. Additionally they may operate tactically within the confines of EG D514 in a block pre-notified to Swanwick Mil or CRC Boulmer. Assets will establish within their tasked operating areas between 08:00 - 09:00 UTC for day flying. Responsibility for booking AEW orbit areas is to be completed by the AEW Sqn Ops prior to launch.
44. **Danger Areas (DAs).** Access to any DA is subject to range requirements and access is not guaranteed. The sponsor is to engage with the DA Authority at the earliest opportunity to coordinate access, noting that access may only be possible outside notified operating hours.
45. **Non-SSR Gliding Areas.** The sponsor should exercise caution when operating in these areas, as gliders without transponders may be encountered up to FL195. For info see the UK AIP: *ENR 1.1 (Para 1.12), ENR 5.2 (NSGA) and ENR6-63.*
46. **Temporary Reserved Areas (TRA).** The sponsor is responsible for complying with the requirements for access to any TRA iaw the UK AIP – ENR 1.1 (Para 5.1.5).
47. **EG R446 (Hartlepool) & EG R516 (Torness).** Access to the airspace surrounding Hartlepool, and Torness is subject to Statutory Instrument (SI) SI 1003/2016: The Air Navigation (Restriction of Flying) (Nuclear Installations) Regulations 2016 and requires a separate permission from the Civil Aviation Authority. The sponsor is solely responsible for obtaining this permission.
48. For military registered aircraft operated by military aircrew or when the aircraft is operated under a Military Permit to Fly (issued by the MAA, these regulations do not apply in the same way, however the captain is responsible for obtaining the installation managers permission prior to penetration. Contact details for each installation can be obtained from the CAA (Airspace Regulation). Civilian registered aircraft or civilian crews are bound by the ANO and shall comply with Para 47.
49. **Gas Venting Sites (GVS).** No GVS have been suppressed for this activity.



### SECTION 3

#### Area of Operation

50. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning.

**Chart 1 - Overview**

